

# REPORT

OF THE

ACTING SUPERINTENDENT

OF THE

# YELLOWSTONE NATIONAL PARK

TO THE

SECRETARY OF THE INTERIOR.

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1901.

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GOVERNMENT PRINTING OFFICE.  
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OLD FAITHFUL GEYSER.







GREAT FALLS OF THE YELLOWSTONE.







GRAND CANYON FROM GRAND VIEW.



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R E P O R T  
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YELLOWSTONE NATIONAL PARK,  
OFFICE OF SUPERINTENDENT,  
*Mammoth Hot Springs, Wyo., October 14, 1901.*

SIR: In compliance with instructions contained in your letter of June 22, 1901, I have the honor to submit the following report of the condition of affairs in, and the management of, the Yellowstone National Park since the fiscal year ended June 30, 1900.

I arrived at Fort Yellowstone May 8, 1901, and, in compliance with the provision of Special Orders, No. 98, Headquarters of the Army, dated April 27, 1901, assumed command of the troops in the Yellowstone National Park. Under instructions contained in your letter of May 15, 1901, I also assumed the duties of Acting Superintendent of the Yellowstone National Park, receipting to Capt. Geo. W. Goode, First Cavalry, my predecessor, for all Government property pertaining to the Interior Department.

I found but one troop of cavalry stationed here, which force was entirely inadequate for the proper protection and police of the park, but, knowing that there were no other troops available, did not ask for more men until later, when, on account of the unusually dry season and the large number of camping parties in the park, I found it absolutely necessary to ask for another troop. In compliance with my request to the adjutant-general, Department of Dakota, dated July 22, 1901, Capt. E. Lindsley, First Cavalry, with 40 men of his troop, were sent to report to me for temporary duty, and later on the remainder of his troop joined him. Captain Lindsley arrived at Fort Yellowstone with his troop on August 3, and was at once sent to a camp in the Lower Geyser Basin, where they did much hard work and rendered valuable service in extinguishing some large forest fires.

WATER SUPPLY.

The unusually dry season soon developed the fact that the existing water supply for the post and the Mammoth Hotel was entirely too small, and that as a consequence much inconvenience was experienced by both tourists and all who were living at the Mammoth Hot Springs. To remedy this trouble, a new reservoir has been built which holds about 2,000,000 gallons of water. This reservoir is entirely completed and the work of laying the necessary pipes to connect with our present system will be completed in a few days. The new system will give an

ample supply of good water for the post of Fort Yellowstone and the Mammoth Hot Springs Hotel, and also permit the irrigation and beautifying of all of the plateau upon which the post and hotel are located. We are greatly indebted to Capt. Hiram M. Chittenden, United States Corps of Engineers, for this good work. He made all of the necessary surveys, prepared the plans, and supervised the work of construction. The Quartermaster's Department furnished the necessary funds and material.

#### FIRES IN PARK.

There have been three serious fires in the park during the past season—one in the Gibbon Canyon, one at the Upper Geyser Basin, and one on Pelican Creek. The first, in Gibbon Canyon, was started by a camper by the name of John Baegle. This man was traveling through the park alone, with one saddle and one pack horse. He camped close to one of the Wylie lunch stations, and at night, becoming frightened by the bear, he built three large fires about his camp. These he was compelled to extinguish some time during the night by the patrol from Norris, and he was cautioned about the danger of forest fires, but he rebuilt the fires after the patrol left him and the next morning failed to properly extinguish them, and as a result about noon these fires started up again and soon spread into a serious forest fire, which caused some slight delay for one day in the travel over that part of the road through the canyon.

The man who started this fire was arrested at the Riverside Station, brought to Fort Yellowstone and sent before Judge Meldrum, the United States commissioner. He was fined \$50 and costs, and being unable to pay his fine, served out his sentence in the post guardhouse. This arrest and the sentence, though light, had a good effect in rendering other campers more careful about their fires.

The second fire commenced near the Riverside Geyser, at a point where there had been no camping, and its cause could not be ascertained. It was probably caused by some tourist or fisherman lighting a pipe or cigar and carelessly throwing away the lighted match. This fire gave much trouble and kept Captain Lindsley's entire troop at work with it for nearly a month.

The third fire, on Pelican Creek, was caused by lightning and did but little damage, as it was soon extinguished by a heavy rain. All of these fires commenced about the same time and just before the arrival of Captain Lindsley's troop. Had this additional troop been sent into the park a little sooner it is probable that both of the fires, at the Gibbon Canyon and the Upper Geyser Basin, could have been checked or extinguished much more quickly than they were; with more men to patrol the roads they might have been prevented entirely.

#### FISH AND FISH HATCHERY.

There is scarcely any feature in the park which tourists enjoy more than the trout fishing, which is now to be had in almost any stream in the park. These trout have been planted in nearly all streams in the park except in those that are tributary to the Yellowstone River, and the experiment has been so successful that there are now but few places in this country where better sport can be had by the fisherman than in the park. It is particularly interesting to the true sportsman for the reason that five different species of trout can be taken within the limits





VIEW ALONG NEW RESERVOIR.



NEW RESERVOIR, SHOWING DAM.







BIRD'S-EYE VIEW OF NEW RESERVOIR.





of the park. These are the native or black-spotted trout, the rainbow, the Von Behr, the Loch Leven, and the eastern brook trout.

There is no restriction placed on the fishing in the park save that fish can not be caught and sold for the market, and in order that it may never be necessary to make any restrictions it is strongly urged that a small fish hatchery be established here. If this can be done the streams can be kept so full of trout that it will be impossible for the tourists to deplete them. Mr. D. C. Booth, who is in charge of the United States hatchery at Spearfish, S. Dak., visited the park this summer, and has reported a favorable location for a hatchery on Willow Creek, about eight miles from the Mammoth Hot Springs. Mr. Booth collected about 1,000,000 eggs from the Yellowstone Lake trout, and sent them to the hatchery at Spearfish. He brought into the park and placed in Willow Creek about 10,000 eastern brook trout, and has just informed me that he now has about the same number of rainbow trout, which can be had on application to the United States Fish Commissioner. Application for them has just been submitted, and as soon as received they will be planted in the Gibbon River.

#### WEATHER BUREAU.

Prof. Willis L. Moore, Chief of the Weather Bureau, visited the park a short time since, and expressed a desire to establish a weather station here. He wishes to establish a regular station on Capitol Hill, near the Mammoth Hot Springs, and a substation at the lake. I believe that such a station would be of advantage to the park as well as the Weather Bureau. The publication of the temperature here during the summer would call attention to the desirability of the park as a summer resort and add to its popularity. It is therefore recommended that the Chief of the Weather Bureau be authorized to establish the station, as suggested.

#### BOUNDARY SURVEYS.

The boundaries of the park on the north, west, and south sides are now surveyed and marked in such a way that hereafter there can be little or no excuse for persons entering the park from those three sides without knowing that they have done so. There still remains unsurveyed about 50 miles of the boundary on the eastern side of the park, extending from the monument established by Captain Bromwell, United States Engineers, on the boundary east of Yellowstone Lake, to the northern boundary of the park. It has been estimated by Mr. Edw. F. Stahle, who completed the surveys of the north, south, and west boundaries this year, that the unsurveyed portion of the line on the east could be measured and marked for \$3,000, or at the rate of \$60 per mile. This line will traverse some of the roughest mountains of the park, and it is of the greatest importance that it should be clearly marked. I therefore strongly urge that the necessary authority be granted the Commissioner of the General Land Office to complete this survey.

#### GAME.

The large game in the park, with the exception of the buffalo, seems to be even more numerous than ever; at least more has been seen this year by the tourists than ever before, and it is believed that this is due

to the fact that the regulation concerning dogs in the park has been pretty strictly enforced. This regulation will be even more strictly enforced next year, for it is a well-known fact that one small dog running at large, while it will do no harm to the large game, will drive it so far back from the roads that none will be seen by the average tourist. As the game is one of the most interesting features of the park to visitors, it is desirable that an opportunity should be given them to see it, and with this end in view it should be disturbed as little as possible. So far as I have been able to find out, not a single head of large game has been killed in the park during the past year, and but one case of poaching has been reported. This was the case of Henry W. Meyer, charged with trapping two beaver near Soda Butte.

It has been impossible for me up to the present time to ascertain accurately the number of buffalo in the park, but their number will be accurately determined as soon as the snow falls, and a special report of the matter will be submitted as soon as possible. It has been reported that one buffalo bull was killed last winter in the Jackson Hole country, south of the park. This was in violation of the laws of Wyoming, and the offender should certainly be punished if possible. I will report the matter to the Wyoming authorities if I can get any evidence in the case. The buffalo are protected by the laws of Wyoming, Idaho, and Montana, and it is now possible that the small herd remaining in the park may increase, though it may be necessary to introduce some new blood in this herd, and possibly it may be well to start an entirely new one and to keep it under fence, turning the animals loose gradually as the herd increases. From what I can hear I do not believe there are more than 25 buffalo left in the park.

The elk are very numerous, but unless something is done to prevent the encroachment of settlers on their winter range south of the park and the slaughter of them merely for their tusks, it is possible that they will soon be reduced to the number that can live entirely within the limits of the park; and this number I believe to be about 25,000. It is reported to me that the Teton Forest Reserve is the winter range for the elk that live in the southern part of the park during the summer; it is therefore to be hoped that this reserve will never be thrown open for settlement, and that it may eventually be acquired as a part of the National Park.

The deer in the park are quite numerous and very tame.

The antelope would undoubtedly have become extinct in the park in a short time but for the fact that Montana has this year passed a law which absolutely prohibits the killing of these beautiful animals for an indefinite period. This will give them a chance, and they will probably increase very rapidly in the future.

The bear have increased greatly in numbers, and during the past season they have been a source of great amusement and interest to the tourists, for at both the Fountain and the Canyon hotels anywhere from fifteen to twenty bear—grizzly, black, and brown—could be seen about the garbage piles every evening. They could also be seen in greater or less numbers at any of the other hotels or lunch stations.

Of the smaller game the beaver have probably increased more rapidly than anything else, and their dams and houses are now to be found in almost all of the smaller streams in the park.



## MILITARY POST, FORT YELLOWSTONE.

This is one of the most neatly built and attractive-looking little posts in the country, but it is too small for the growing needs of the park. As the park is opened up by new roads and as the travel of all kinds increases the danger of forest fires and the opportunities for poaching and other violations of the park rules increases. This will necessitate more outposts and more patrols throughout the reservation. It is therefore recommended that the post be enlarged to a four troop or squadron post. It is further recommended that a suitable house be constructed for the use of the commanding officer and acting superintendent of the park, in order that he may properly entertain the many distinguished visitors who come into the park, with letters of introduction to him, from all parts of the country.

The post should be lighted by electricity instead of by oil, as a matter of safety and convenience. A suitable location for an electric plant can be found within 300 yards of the post, which plant could be run by water power and therefore at a very reasonable cost.

## YELLOWSTONE LAKE BOAT COMPANY.

The boat provided by this company is apparently seaworthy, in good repair, stanch, and safe. The trip in this boat from the Thumb to the Lake Hotel is greatly enjoyed by the majority of tourists who take it.

While the service on steamer has apparently been entirely satisfactory to the tourists, there have been many verbal complaints concerning the excessive charges for the hire of small boats, fishing tackle, etc., by this company. The tourists who made these complaints declined to put their statements in writing, on the ground that they did not care to be bothered further about the matter, yet they wished it corrected. The only written complaint received was from the Hon. Alex. Beitler, judge of court of common pleas, of Philadelphia, Pa.

The house occupied by Mr. Waters, the president of the company, is a very neat and pretty structure. The small boats and boathouse are in good condition. The store is an unsightly building and badly located, for it is entirely too near the proposed addition to the Lake Hotel. The barns and corrals are also too near the hotel, and are objectionable for the reason that the cattle and other stock owned by the company collect about them at various times of the day, and render the place filthy and unsightly by their manure. A remedy for this trouble has been suggested in a special report on the subject.

The Lake Hotel has been a very popular place during the past season on account of the delightfully cool weather always to be found there, and also on account of the fine fishing in the lake. This place will increase in popularity as its advantages as a summer resort become known, and in order to remedy the complaints about the boat question it is recommended that some competition be introduced in this business. A few naphtha launches would add greatly to the attractions of the lake.

## REGULAR TRANSPORTATION COMPANIES IN THE PARK.

## THE YELLOWSTONE NATIONAL PARK TRANSPORTATION COMPANY.

This company is by far the finest and best-equipped transportation company operating in the park, and there are few, if any, better to be found anywhere in the country. Their Concord coaches, seating from seven to ten people, are the finest and most comfortable wagons made. They also have a number of small surreys seating three persons besides the driver, which are intended to carry small parties who prefer to travel by themselves. That their teams are excellent and drivers skillful and careful is shown by their remarkable freedom from accidents during the past season. This company has operated in perfect harmony during the past season with the Yellowstone Park Association or Hotel Company, and has done away with many things which have heretofore caused friction between the two companies and inconvenience to the tourist. This company has recently suffered a serious loss in the death of its manager, Mr. S. S. Huntley. Mr. Huntley, by his ability as a manager, by his sterling integrity and honesty, and by his genial and courteous treatment of all who came in contact with him, had made a host of friends not only for himself and his company, but for the park as well. In all of his business transactions Mr. Huntley never lost sight of the true interest of the Yellowstone National Park, and was at all times exceedingly careful not to ask for anything or to do anything that would in the least mar the beauty of the park or conflict with its best interest in any way. By his death the park has lost a true and valuable friend. No complaints have been received concerning this company.

## MESSRS. HUMPHREY AND HAYNES.

This new company, which commenced operations in 1898, and is known as the Monida and Yellowstone Stage Company, is also well equipped with fine Concord coaches and surreys and has given entire satisfaction to its patrons. Their business has shown a slight increase each year, and it will probably be much greater when a proposed branch of the Oregon Short Line Railroad is completed to a point near the border of the park. This company has also operated in perfect harmony with the Yellowstone Park Association hotels, and there has been no distinction shown between the patrons of the two regular transportation companies. No complaints have been received concerning this company.

## HOTELS.

The Yellowstone Park Association has done much during the past season to improve the hotels throughout the park, and are still going on with their good work. Their task is by no means an easy one, and much consideration should be shown them, for all of their hotels, with the exception of the Mammoth, are located a long distance from the railroads. This necessitates the use of wagon transportation for supplies of all kinds, and under the best conditions this is a slow and expensive business.

## THE MAMMOTH HOT SPRINGS HOTEL.

Much time and money have been expended in improving the exterior appearance and modernizing the interior of this structure. The exterior has been neatly painted a terra-cotta color with brown trimmings,





MAMMOTH HOT SPRINGS HOTEL.







MAMMOTH HOT SPRINGS HOTEL, SHOWING NEW VERANDAS.







MAMMOTH HOT SPRINGS HOTEL OFFICE.







MAMMOTH HOT SPRINGS HOTEL LOBBY.

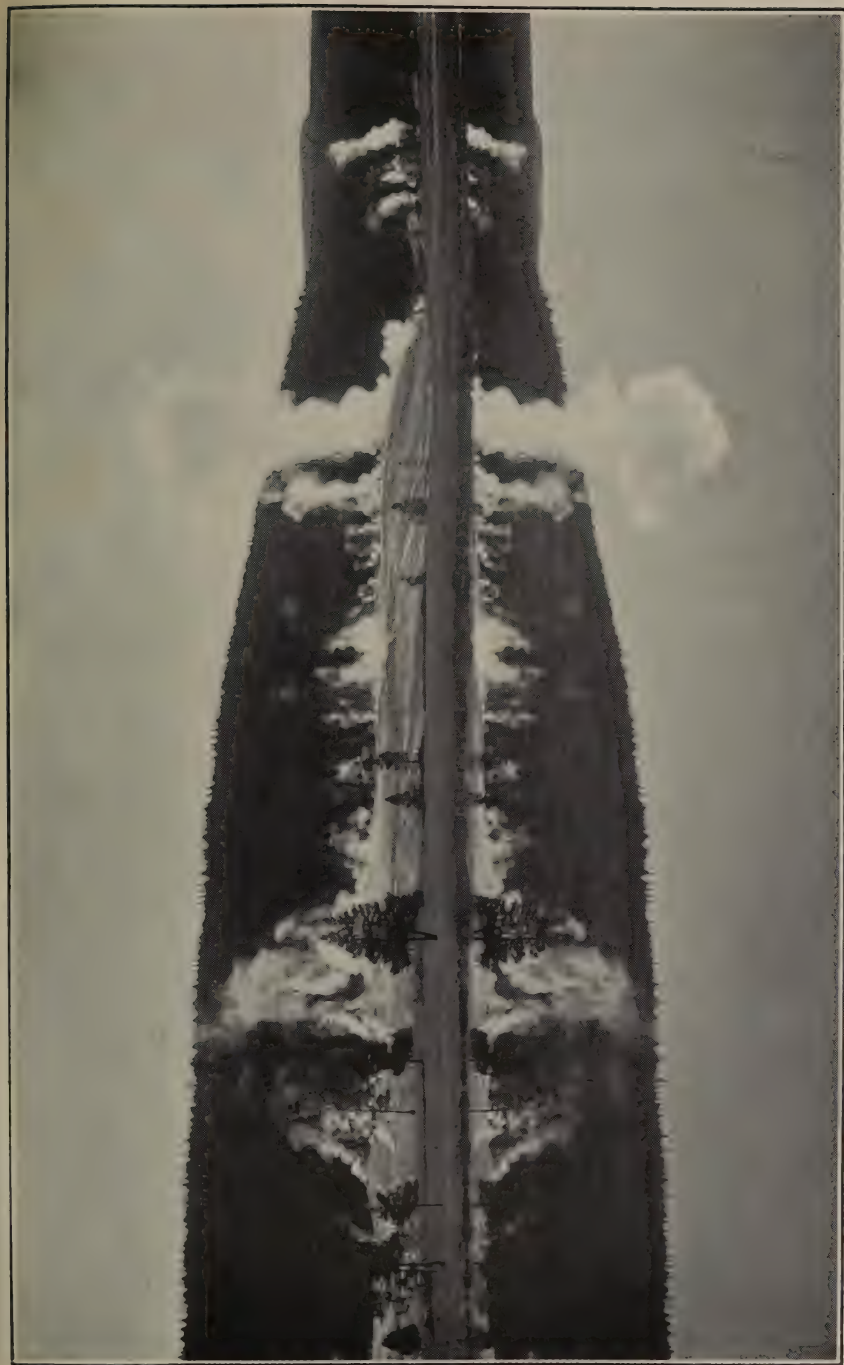




NEW HOTEL AT NORRIS, GEYSER BASIN.







UPPER GEYSER BASIN.

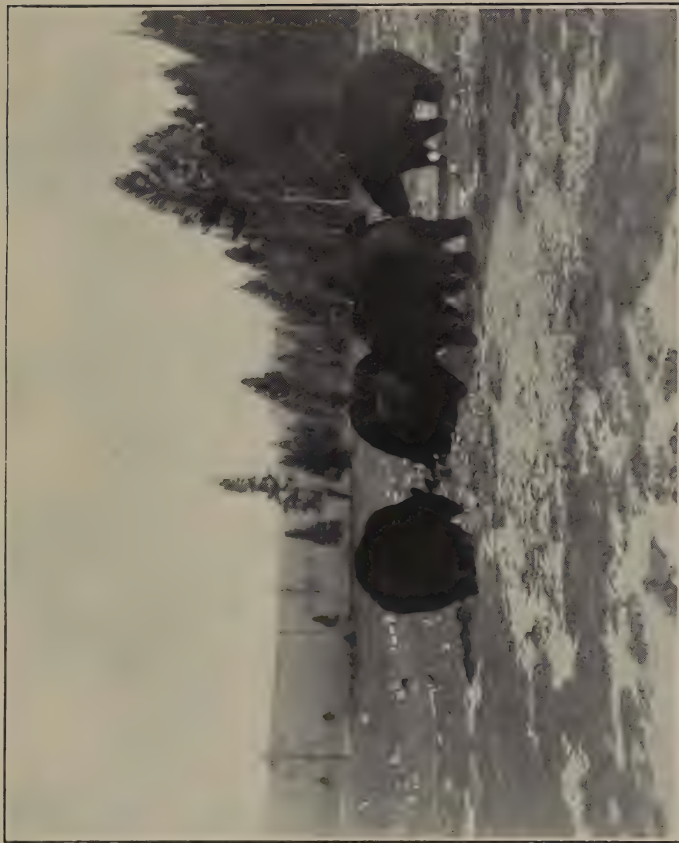






FOUNTAIN HOTEL.





BEARS NEAR FOUNTAIN HOTEL.







LAKE HOTEL.







CAÑON HOTEL.



and a new porch and new covered loading platform, 75 feet long, which has been added, have entirely changed and greatly improved the appearance of the front of the house. Among the many interior improvements are noticed the new floors, the two new bathrooms on each floor, with porcelain-lined tubs and closets, the hotel office enlarged and handsomely decorated with heads of elk, deer, mountain sheep, and antelope, 200 new electric lights, and a new and modern steam-heating plant, with radiators in every room. This last improvement will be greatly appreciated by the tourists in the early and the latter part of the season, when they are liable to experience a few exceedingly cold days. Twenty-seven rooms have been added to this hotel for the accommodation of guests.

#### NORRIS GEYSER BASIN HOTEL.

A new and very comfortable little hotel has been constructed at the Norris Geyser Basin. It has been built on a far better site than that occupied by the old lunch station, which was some distance from the geyser basin—entirely too far for the majority of tourists to walk. The new hotel is so conveniently located that the tourists can now sit on its broad and sheltered veranda, after having their luncheon, and while awaiting the arrival of their coaches, they will be greatly interested in watching the playing of the geysers in the distance below them; or if they prefer to do so, they can stroll leisurely through the basin and await the arrival of their coaches at the Monarch Geyser, where comfortable seats and a shelter have been provided. This hotel has been greatly needed for a long time, and will be frequently patronized by people who can not afford the time to go entirely around the park, and also by many who wish to go out of the park by the Monida route.

#### FOUNTAIN HOTEL.

This is a very comfortable and quite a modern establishment. It is well lighted by electricity and heated with steam. The water which is used in the bathrooms comes from a large hot spring, and is strongly impregnated with borax, which renders it soft and delightful water to bathe in.

#### UPPER GEYSER BASIN.

The association is preparing to build a new hotel at this point. They have at present a frame building where meals are served, and a number of very comfortably arranged tents, where 96 tourists can be accommodated if they wish to remain over night. The tents are neatly floored, and comfortably warmed with stoves.

#### LAKE HOTEL.

This, like the Fountain Hotel, is a very comfortable and quite a modern structure, and during the past season has been one of the most popular places in the park. A number of people have spent a good part of the summer here, and were so much pleased with the place that they expressed their intention of returning again next year. This hotel has been improved by the addition of 17 new rooms during the past summer.



## CANYON HOTEL.

This building is similar in character to the Lake and Fountain hotels and is very comfortable. It has been much improved in appearance by putting nine dormer windows in the roof, and by painting. Twenty-four new rooms have also been added. It can be still further improved in appearance and comfort by the addition of a larger veranda.

## THE WYLIE PERMANENT CAMPS.

Mr. W. W. Wylie, of Bozeman, Mont., was licensed to conduct camping parties through the park during the past season, and authorized to occupy certain parcels of ground as permanent camps.

No complaints have been received concerning him save that some of his agents outside of the park have made false statements concerning the routes, etc., traveled by other regular transportation companies in the park. This report was received in such a way that no action could be taken in the matter, but an effort will be made to see that it does not occur again.

## IMPROVEMENTS IN THE YELLOWSTONE NATIONAL PARK.

Attention is invited to the following letter from Capt. H. M. Chittenden, United States Engineers, in charge of improvements in the Yellowstone National Park; also to his memorandum showing the work accomplished under his direction during the season of 1901. It is strongly urged that the additional appropriations asked for by him may be secured if possible. The experiment in road sprinkling has been a decided success, and has added much to the comfort of tourists and kept that portion of the roads which were sprinkled in fine condition, for, in addition to keeping down the dust, the broad tires of sprinkling wagons acted as rollers and kept the roads perfectly smooth and free from ruts.

The small log buildings now used by the outposts should be made as neat and comfortable as possible, for the men who occupy them suffer many hardships, especially during the winter, when they are entirely cut off from the outside world for several months.

The improvements recommended about the Mammoth Hot Springs will also add greatly to the attractions of the park, but this matter has been previously referred to in my report.

The substantial and permanent character of the road work that can be done by Captain Chittenden, when he has sufficient funds at his disposal, is illustrated by the fine piece of road just completed between the town of Gardiner and the Golden Gate. A few photographs of the most difficult parts of this road are inclosed herewith.

IMPROVEMENT YELLOWSTONE NATIONAL PARK,  
U. S. ENGINEER OFFICE,  
*Mammoth Hot Springs, Wyo., October 3, 1901.*

CAPTAIN: Since the date of rendering my annual report for the last fiscal year, with estimates for the fiscal year ending June 30, 1903, and also for the entire work yet remaining to be done under the existing project, certain conditions have developed that make it important to increase somewhat the estimates as submitted. As it is now too late to do this in my annual report, and as it is important that this increase of the estimate shall come before Congress in some official way, I should think it would be advisable for you to make mention of it in your own report about to be



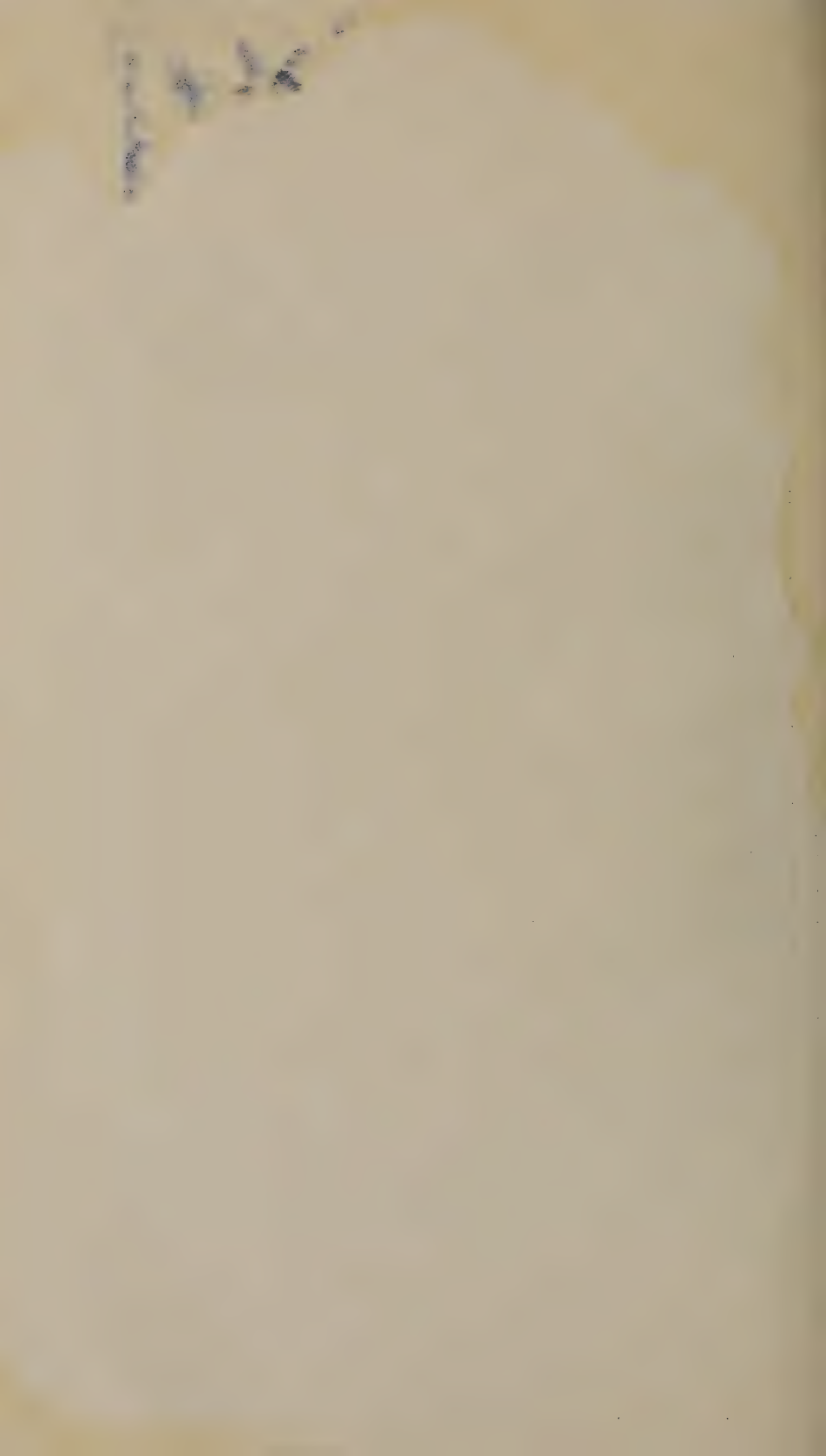
ERECTION OF GOLDEN GATE VIADUCT. GENERAL VIEW FROM UP THE CANYON.







ERECTION OF GOLDEN GATE VIADUCT. TOP VIEW OF COMPLETED WORK FOR ROAD ABOVE VIADUCT.





OLD VIADUCT GOLDEN GATE.





submitted. The following are the items which ought to be included in the final estimate for the work:

1. *Sprinkling*.—The experiments conducted during the past season of sprinkling a certain stretch of carefully built road has demonstrated the great value of extending this work over the main roads of about 150 miles. It will require one sprinkler and seven filling tanks to every 5 miles. This will cost at the least calculation the sum of \$30,000 and should be included in the estimates for permanent plant, which ought to be procured within the next three years.

2. *Buildings*.—For the use of your troops in patrolling the park; for the use of the Engineer Department when sending parties over the road system, and for the use of the officers of the Government when traveling on duty through the park the present station houses should be enlarged and improved, and certain additional ones should be built. The total number will be 12, and possibly 13, and will cost on the average, if properly built, \$2,000 each, including outhouses, and taking into consideration the great distance to which much of the material will have to be hauled. There should be provided for this purpose the sum of \$25,000.

3. *Work at Mammoth Hot Springs*.—The completion of the new water supply for Fort Yellowstone and the bringing of the waters of Glen Creek to this point have made possible the irrigation of the Mammoth Hot Springs plateau and the conversion of this dusty tract of ground, where the main business of the park is conducted, into permanent turf. This improvement is very urgently needed. To complete it as it should be, and at the same time realign and thoroughly rebuild the roads of the plateau, with proper sidewalks, will cost about \$15,000.

The total estimate for these three purposes is therefore \$70,000.

Very respectfully,

H. M. CHITTENDEN,  
Captain, Corps of Engineers, U. S. A.

Capt. JOHN PITCHER,

First U. S. Cavalry, Acting Superintendent Yellowstone National Park,  
Fort Yellowstone, Wyo.

#### WORK ACCOMPLISHED DURING SEASON OF 1901.

New road opened in valley of Gardiner, replacing dangerous road under cliff. Includes three steel bridges.

About 1,600 feet of new road built on hill below Mammoth Hot Springs, replacing a 15 per cent grade with one of 8 per cent.

A single-track survey road opened from Glen Creek to Middle Gardiner Falls, 2 miles.

One-fourth mile of very difficult construction in upper end of Golden Gate Canyon. Entire length of road from Mammoth Hot Springs to Golden Gate resurfaced. Same stretch of road sprinkled throughout the season.

Water supply for Mammoth Hot Springs put in, including the construction of a ditch to carry the water of Glen Creek to Mammoth Hot Springs, the construction of a reservoir holding 1,800,000 gallons, and the laying of a pipe line to connect with the points where supply is to be used.

The construction of about 7 miles of road near Yancey's, the grading of bridge approaches over the Yellowstone, and the survey of the proposed line as far as Tower Falls and through Granite Canyon on the road to Cooke City. The erection of the Yellowstone bridge has been prevented by failure of the mills to furnish the material, owing to the steel strike.

The construction of 9 miles of road between the Thumb and Lake Hotel to cut out the Lake Shore road.

Construction of 12 miles of road on the eastern approach, carrying that road into the valley of Middle Creek beyond Sylvan Pass. This work includes the construction of new pile bridges over Yellowstone River and Pelican Creek.

The opening of 6 miles of road near Jackson Lakes and the extensive reconstruction of the southern approach, including new bridges over Lewis River and Crawfish Creek, placing this road in very fair condition from Yellowstone Lake to Buffalo Fork of Snake River, the western terminus of the Fort Washakie military road.

The annual repairs have been extensive and have covered the entire existing system. The roads were all open by the 1st of June, something never before accomplished since the main circuit of the roads was opened. Extensive resurfacing has been done near Norris, in the Lower Geyser Basin and, on the Continental Divide road. About 200,000 feet of lumber has been manufactured both for new work and the repairs of old bridges. The station houses throughout the park have been placed in repair, temporarily.

## RULES AND REGULATIONS OF PARK.

Attention is invited to the following letter from Judge John W. Meldrum, United States commissioner for the Yellowstone National Park.

The changes in the rules and regulations of the park suggested by him are approved and recommended, except that instead of "striking out the last subdivision from the last sentence of rule 4" the following be substituted therefor: "And anyone failing to comply therewith shall be punished as prescribed by law." This is provided for in paragraph 11, but it is desirable that the attention of all persons coming into the park should be clearly called to the necessity of carefully extinguishing their fires, and that a punishment will certainly follow carelessness and failure to carry out the requirements of paragraph 4. An amended copy of the rules and regulations in accordance with the above suggestions is appended hereto.

## RULES AND REGULATIONS OF THE YELLOWSTONE NATIONAL PARK.

DEPARTMENT OF THE INTERIOR,  
*Washington, D. C., July 1, 1900.*

The following rules and regulations for the government of the Yellowstone National Park are hereby established and made public pursuant to authority conferred by section 2475, Revised Statutes, United States, and the act of Congress approved May 7, 1894:

1. It is forbidden to remove or injure the sediments or incrustations around the geysers, hot springs, or steam vents; or to deface the same by written inscription or otherwise; or to throw any substance into the springs or geyser vents; or to injure or disturb, in any manner, or to carry off any of the mineral deposits, specimens, natural curiosities, or wonders within the park.

2. It is forbidden to ride or drive upon any of the geyser or hot spring formations, or to turn loose stock to graze in their vicinity.

3. It is forbidden to cut or injure any growing timber. Camping parties will be allowed to use dead or fallen timber for fuel.

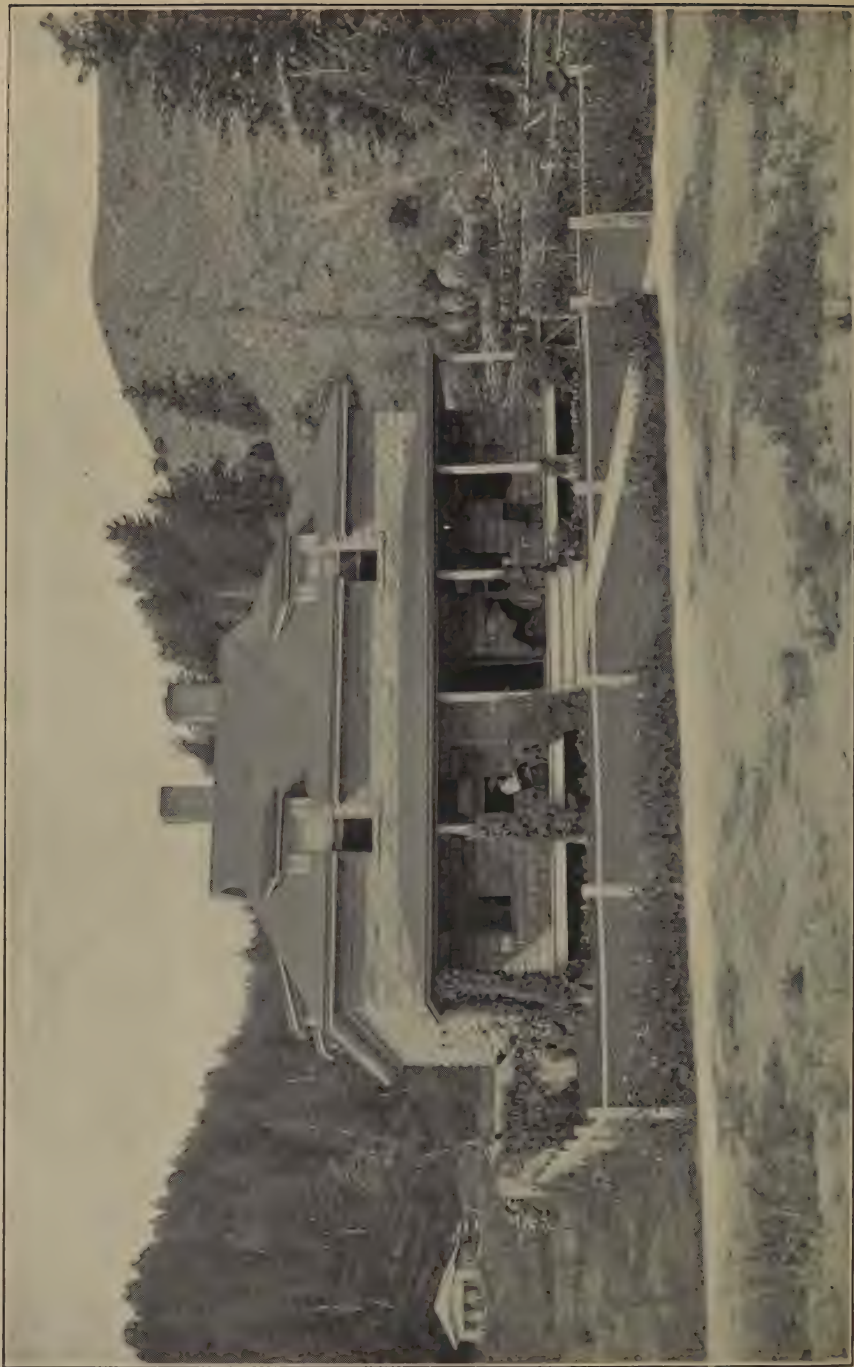
4. Fires shall be lighted only when necessary, and completely extinguished when not longer required. The utmost care should be exercised at all times to avoid setting fire to the timber and grass, and any one failing to comply therewith shall be punished as prescribed by law.

5. Hunting or killing, wounding or capturing of any bird or wild animal, except dangerous animals, when necessary to prevent them from destroying life or inflicting an injury, is prohibited. The outfits, including guns, traps, teams, horses, or means of transportation used by persons engaged in hunting, killing, trapping, ensnaring, or capturing such birds or wild animals, or in possession of game killed in the park under other circumstances than prescribed above, will be forfeited to the United States, except in cases where it is shown by satisfactory evidence that the outfit is not the property of the person or persons violating this regulation, and the actual owner thereof was not a party to such violation. Firearms will only be permitted in the park on written permission from the superintendent thereof. On arrival at the first station of the park guard, parties having firearms will turn them over to the sergeant in charge of the station, taking his receipt for them. They will be returned to the owners on leaving the park.

6. Fishing with nets, seines, traps, or by the use of drugs or explosives, or in any other way than with hook and line, is prohibited. Fishing for the purposes of merchandise or profit is forbidden by law. Fishing may be prohibited by order of the superintendent of the park in any of the waters of the park, or limited therein to any specified season of the year, until otherwise ordered by the Secretary of the Interior.

7. No person will be permitted to reside permanently or to engage in any business in the park without permission, in writing, from the Department of the Interior. The superintendent may grant authority to competent persons to act as guides and revoke the same in his discretion, and no pack trains shall be allowed in the park unless in charge of a duly registered guide.]

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UNITED STATES COMMISSIONER'S BUILDING, YELLOWSTONE PARK.



8. The herding or grazing of loose stock or cattle of any kind within the park, as well as the driving of such stock or cattle over the roads of the park, is strictly forbidden, except in such cases where authority therefor is granted by the Secretary of the Interior.

9. No drinking saloon or bar room will be permitted within the limits of the park.

10. Private notices or advertisements shall not be posted or displayed within the park, except such as may be necessary for the convenience and guidance of the public, upon buildings on leased grounds.

11. Persons who render themselves obnoxious by disorderly conduct or bad behavior, or who violate any of the foregoing rules, may be summarily removed from the park, and will not be allowed to return without permission, in writing, from the Secretary of the Interior or the superintendent of the park.

Any person who violates any of the foregoing regulations will be deemed guilty of a misdemeanor, and be subjected to a fine, as provided by the act of Congress approved May 7, 1894, "to protect the birds and animals in Yellowstone National Park and to punish crimes in said park, and for other purposes," of not more than one thousand dollars, or imprisonment not exceeding two years, or both, and be adjudged to pay all costs of the proceedings.

E. A. HITCHCOCK,  
*Secretary of the Interior.*

UNITED STATES COMMISSIONER,  
YELLOWSTONE NATIONAL PARK, DISTRICT OF WYOMING,  
*Mammoth Hot Springs, October 4, 1901.*

SIR: Complying with your request of recent date, I have the honor to inclose herewith a statement of cases tried before me since the 30th day of September, 1900, to the date hereof. In submitting such statement, I deem it a fact worthy of mention that during this time no complaint has been entered against any person for killing large game in the park, and that but one complaint charges the violation of the Yellowstone National Park protective act to as great an extent as the trapping of two beaver.

I beg leave to suggest that when submitting your annual report to the honorable Secretary of the Interior, you will recommend the following changes in the rules and regulations promulgated by that officer with reference to the management and care of Yellowstone National Park: Strike out the last subdivision from the last sentence of rule 4, which reads as follows: "And anyone failing to comply therewith shall be peremptorily removed from the park." In rule 11, change the twentieth word from "will" to "may," so that the section will read, "persons who render themselves obnoxious by disorderly conduct or bad behavior, or who violate any of the foregoing rules 'may' be summarily removed from the park."

I suggest these changes for the reason that the act of Congress, approved May 7, 1894, "to protect the birds and animals in Yellowstone National Park, and to punish crimes in said park, and for other purposes," specifically provides for the punishment of all persons who violate any provisions of said act, or any rule or regulation that may be promulgated by the Secretary of the Interior with reference to the management and care of the park. And, further, that a strict enforcement of rule 11, in all cases, would do injustice to persons who have complied with the judgment of the commissioner for inadvertently violating the provisions of the act of Congress herein before mentioned, or the said rules and regulations of the Secretary of the Interior.

Very respectfully,

JOHN W. MELDRUM,  
*United States Commissioner.*

JOHN PITCHER,  
*Captain, First United States Cavalry,  
Acting Superintendent Yellowstone National Park,  
Mammoth Hot Springs, Wyo.*

1900.

Nov. 12. United States *v.* Edward Barnes. Charge, larceny. Defendant held to district court.

Nov. 14. United States *v.* Joseph Dalton, Horace Lattin, and David Davis. Charge, violation of Yellowstone Park protective act. Defendants fined \$5 each and costs.

# 14 REPORT OF ACTING SUPT. YELLOWSTONE NATIONAL PARK.

- Nov. 17. United States *v.* Clyde L. Gillam and Edward Robinson. Charge, violation of Yellowstone Park protective act. Defendants fined \$10 each and costs.
- Nov. 27. United States *v.* John Mikolis and Antone Kaveick. Charge, violation of Yellowstone Park protective act. Defendant Mikolis sentenced to ten days imprisonment and to pay one-half of the costs in case. Defendant Kaveick fined \$10 and one-half of the costs in case.
- Dec. 5. United States *v.* Otto Stegelmeier and James C. Nedrow. Charge, violation Yellowstone Park protective act. Defendants fined \$10 each and costs.
- Dec. 27. United States *v.* Joseph Smith and Mike Comschar. Charge, violation of Yellowstone Park protective act. Defendants fined \$10 each and costs.

1901.

- Apr. 29. United States *v.* Henry H. Meyer. Charge, violation of Yellowstone Park protective act. Defendant not found within jurisdiction of the commissioner.
- July 20. United States *v.* William L. Holt and Michael Burns. Charge, larceny. Defendants not apprehended.
- Aug. 3. United States *v.* Charles Mitchell. Charge, assault. Defendant fined \$10 and costs.
- Aug. 3. United States *v.* John Baegle. Charge, violation of Yellowstone Park protective act. Defendant fined \$50 and costs.
- Aug. 26. United States *v.* Thomas Reardon. Charge, larceny. Defendant held to district court.
- Sept. 6. United States *v.* William Blevins. Charge, violation of Yellowstone Park protective act. Defendant fined \$10 and costs.

## TOURIST TRAVEL THROUGH THE PARK.

The aggregate number of persons carried through the park over the regular route during the season of 1901 is as follows:

|  |        |
|--|--------|
| Carried by Yellowstone National Park Transportation Company, entering via northern entrance of park .....  | 3,468  |
| Carried by Messrs. Humphrey & Haynes, entering via western entrance of park .....                          | 509    |
| Others at hotels, traveling with private transportation, bicyclers, etc..                                  | 494    |
| Total .....  | 4,471  |
| Carried by W. W. Wylie and accommodated at his permanent camps.  | 1,371  |
| Carried by other licensees of personally conducted camping parties ...                                     | 815    |
| Total number camping, traveling with licensed transportation .....   | 2,186  |
| Total number of tourists traveling through the park with private transportation as "camping parties" ..... | 4,112  |
| Grand total of all visitors to the park, season 1901 .....   | 10,769 |

During the season 3,378 tourists took the trip across Yellowstone Lake with the Yellowstone Lake Boat Company. Of this number 1,702 entered the park with the Yellowstone National Park Transportation Company, 141 with Messrs. Humphrey & Haynes, 1,370 with W. W. Wylie, and the balance, 165 people, were campers.

Very respectfully,

JNO. PITCHER,

*Captain, First Cavalry, Acting Superintendent.*

The SECRETARY OF THE INTERIOR.

*Meteorological report.*

## SEPTEMBER, 1900.

| Date.   | Maximum. | Minimum. | Range. | Winds. | Precipitation. | Remarks.       |
|---------|----------|----------|--------|--------|----------------|----------------|
| 1.....  | 71       | 50       | 21     | NW.    | .....          | Rain.<br>Rain. |
| 2.....  | 75       | 31       | 44     | NW.    | .....          |                |
| 3.....  | 80       | 40       | 40     | SW.    | 0.10           |                |
| 4.....  | 60       | 50       | 10     | NW.    | .25            |                |
| 5.....  | 73       | 45       | 28     | SW.    | .....          | Rain.<br>Rain. |
| 6.....  | 78       | 41       | 37     | SW.    | .....          |                |
| 7.....  | 82       | 40       | 42     | SW.    | .....          |                |
| 8.....  | 78       | 45       | 33     | S.     | .....          |                |
| 9.....  | 75       | 43       | 32     | SW.    | .....          |                |
| 10..... | 71       | 39       | 32     | W.     | .....          |                |
| 11..... | 72       | 42       | 30     | NW.    | .075           |                |
| 12..... | 73       | 37       | 36     | SW.    | .....          |                |
| 13..... | 73       | 39       | 34     | SW.    | .....          |                |
| 14..... | 63       | 44       | 19     | SW.    | .....          |                |
| 15..... | 60       | 37       | 23     | NW.    | .....          | Rain.<br>Rain. |
| 16..... | 64       | 35       | 29     | SW.    | .....          |                |
| 17..... | 57       | 35       | 22     | NW.    | .10            |                |
| 18..... | 45       | 32       | 13     | N.     | .20            |                |
| 19..... | 58       | 35       | 23     | NW.    | .....          | Rain.<br>Rain. |
| 20..... | 62       | 32       | 30     | NW.    | .....          |                |
| 21..... | 59       | 33       | 26     | N.     | .....          |                |
| 22..... | 65       | 31       | 34     | SW.    | .....          |                |
| 23..... | 65       | 48       | 17     | SW.    | .....          |                |
| 24..... | 49       | 29       | 20     | N.     | .....          |                |
| 25..... | 31       | 20       | 11     | N.     | .....          |                |
| 26..... | 42       | 12       | 30     | N.     | .....          |                |
| 27..... | 54       | 17       | 37     | N.     | .....          |                |
| 28..... | 59       | 35       | 24     | NW.    | .....          |                |
| 29..... | 61       | 36       | 25     | SW.    | .14            |                |
| 30..... | 57       | 32       | 25     | SW.    | .....          |                |
| Total.  | 1,912    | 1,085    | 827    | .....  | .865           |                |
| Mean.   | 63.74    | 36.17    | 27.57  | SW.    | .....          |                |

## OCTOBER, 1900.

| Date.   | Maximum. | Minimum. | Range. | Winds. | Precipitation. | Remarks. |
|---------|----------|----------|--------|--------|----------------|----------|
| 1.....  | 53       | 32       | 21     | SW.    | 0.35           | Snow.    |
| 2.....  | 54       | 32       | 22     | SW.    | .02            | Rain.    |
| 3.....  | 63       | 34       | 29     | S.     | .....          |          |
| 4.....  | 59       | 37       | 22     | E.     | .07            | Snow.    |
| 5.....  | 53       | 37       | 16     | W.     | .18            | Snow.    |
| 6.....  | 40       | 29       | 11     | SE.    | .....          |          |
| 7.....  | 51       | 37       | 14     | SW.    | .....          |          |
| 8.....  | 59       | 27       | 32     | SE.    | .....          |          |
| 9.....  | 62       | 30       | 32     | SW.    | .....          |          |
| 10..... | 62       | 32       | 30     | W.     | .....          |          |
| 11..... | 65       | 30       | 35     | SW.    | .....          |          |
| 12..... | 62       | 32       | 30     | SW.    | .....          |          |
| 13..... | 61       | 42       | 19     | SE.    | .....          |          |
| 14..... | 65       | 34       | 31     | SW.    | .....          |          |
| 15..... | 62       | 31       | 31     | SW.    | .....          |          |
| 16..... | 67       | 32       | 35     | SW.    | .....          |          |
| 17..... | 66       | 33       | 33     | S.     | .....          |          |
| 18..... | 61       | 36       | 25     | S.     | Trace          | Rain.    |
| 19..... | 50       | 40       | 10     | SW.    | .4             | Snow.    |
| 20..... | 45       | 37       | 8      | SW.    | .....          |          |
| 21..... | 50       | 29       | 21     | S.     | .....          |          |
| 22..... | 49       | 40       | 9      | S.     | .10            | Snow.    |
| 23..... | 50       | 22       | 28     | SW.    | .....          |          |
| 24..... | 42       | 27       | 15     | SW.    | .....          |          |
| 25..... | 44       | 22       | 22     | SE.    | .....          |          |
| 26..... | 46       | 30       | 16     | SE.    | .10            | Snow.    |
| 27..... | 46       | 28       | 18     | SE.    | .....          |          |
| 28..... | 51       | 28       | 23     | SW.    | Trace          | Rain.    |
| 29..... | 42       | 37       | 5      | NW.    | .....          |          |
| 30..... | 34       | 18       | 16     | SW.    | Trace          | Rain.    |
| 31..... | 34       | 22       | 12     | SW.    | Trace          | Rain.    |
| Total.  | 1,648    | 977      | 671    | .....  | 1.22           |          |
| Mean.   | 53.16    | 31.51    | 21.65  | SW.    | .....          |          |

Maximum, 82° on the 7th instant; minimum, 12° on the 26th instant; mean, 49.96°; total precipitation, 0.865 inch; prevailing winds, southwest.

Maximum, 67° on the 16th instant; minimum, 18° on the 30th instant; mean, 42.34°; total precipitation, 1.22 inches; prevailing winds, southwest.

*Meteorological report—Continued.*

| NOVEMBER, 1900. |          |          |        |        |                |          | DECEMBER, 1900. |          |          |        |        |                |          |
|-----------------|----------|----------|--------|--------|----------------|----------|-----------------|----------|----------|--------|--------|----------------|----------|
| Date.           | Maximum. | Minimum. | Range. | Winds. | Precipitation. | Remarks. | Date.           | Maximum. | Minimum. | Range. | Winds. | Precipitation. | Remarks. |
| 1.....          | 41       | 21       | 20     | SW.    | .....          |          | 1....           | 34       | 24       | 10     | N.     | 0.10           | Snow.    |
| 2.....          | 45       | 28       | 17     | S.     | .....          |          | 2....           | 32       | 14       | 18     | S.     | .....          |          |
| 3.....          | 52       | 39       | 13     | S.     | .....          |          | 3....           | 33       | 24       | 9      | S.     | .....          |          |
| 4.....          | 54       | 34       | 20     | S.     | .....          |          | 4....           | 37       | 29       | 8      | S.     | .....          |          |
| 5.....          | 54       | 30       | 24     | S.     | .....          |          | 5....           | 40       | 30       | 10     | SW.    | .....          |          |
| 6.....          | 57       | 32       | 25     | S.     | .....          |          | 6....           | 41       | 32       | 9      | SW.    | .....          |          |
| 7.....          | 56       | 26       | 30     | SE.    | .....          |          | 7....           | 43       | 30       | 13     | S.     | .....          |          |
| 8.....          | 53       | 26       | 27     | NW.    | .....          |          | 8....           | 44       | 31       | 13     | SW.    | .....          |          |
| 9.....          | 51       | 28       | 23     | NW.    | .....          |          | 9....           | 38       | 17       | 21     | N.     | .....          |          |
| 10.....         | 41       | 13       | 28     | W.     | .....          |          | 10...           | 36       | 15       | 21     | S.     | .....          |          |
| 11.....         | 52       | 20       | 32     | SW.    | .....          |          | 11...           | 39       | 14       | 25     | S.     | .....          |          |
| 12.....         | 52       | 23       | 29     | W.     | .....          |          | 12...           | 35       | 16       | 19     | S.     | .....          |          |
| 13.....         | 54       | 34       | 20     | SW.    | .....          |          | 13...           | 33       | 21       | 12     | SE.    | .....          |          |
| 14.....         | 51       | 32       | 19     | S.     | .....          |          | 14...           | 38       | 20       | 18     | SE.    | .....          |          |
| 15.....         | 49       | 24       | 25     | SW.    | .....          |          | 15...           | 38       | 21       | 17     | S.     | .05            | Snow.    |
| 16.....         | 47       | 35       | 12     | S.     | .....          |          | 16...           | 39       | 28       | 11     | S.     | .....          |          |
| 17.....         | 46       | 14       | 32     | NW.    | .....          |          | 17...           | 35       | 22       | 13     | S.     | .225           | Snow.    |
| 18.....         | 10       | 1        | 9      | NE.    | 0.62           | Snow.    | 18...           | 31       | 18       | 13     | S.     | .....          |          |
| 19.....         | 5        | -10      | 15     | SW.    | .10            | Snow.    | 19...           | 38       | 18       | 20     | S.     | .....          |          |
| 20.....         | -2       | -12      | 10     | N.     | .20            | Snow.    | 20...           | 38       | 31       | 7      | S.     | .10            | Snow.    |
| 21.....         | 20       | -11      | 31     | S.     | .10            | Snow.    | 21...           | 38       | 28       | 10     | NW.    | .20            | Snow.    |
| 22.....         | 25       | -11      | 36     | SE.    | .10            | Snow.    | 22...           | 30       | 19       | 11     | SW.    | .....          |          |
| 23.....         | 30       | 20       | 10     | SW.    | .05            | Snow.    | 23...           | 20       | -1       | 21     | SW.    | .....          |          |
| 24.....         | 28       | 13       | 15     | S.     | .....          |          | 24...           | 27       | 10       | 17     | S.     | .050           | Snow.    |
| 25.....         | 32       | 18       | 14     | S.     | .....          |          | 25...           | 26       | 14       | 12     | SW.    | .050           | Snow.    |
| 26.....         | 40       | 26       | 14     | SW.    | .....          |          | 26...           | 28       | 18       | 10     | N.     | .10            | Snow.    |
| 27.....         | 34       | 15       | 19     | SW.    | .....          |          | 27...           | 24       | 12       | 12     | NW.    | .150           | Snow.    |
| 28.....         | 32       | 9        | 23     | S.     | .....          |          | 28...           | 18       | -5       | 23     | NW.    | .....          |          |
| 29.....         | 34       | 15       | 19     | S.     | .....          |          | 29...           | 20       | 10       | 10     | NE.    | .....          |          |
| 30.....         | 39       | 22       | 17     | SW.    | .....          |          | 30...           | 18       | -9       | 27     | N.     | .150           | Snow.    |
|                 |          |          |        |        |                |          | 31...           | -4       | -25      | 21     | N.     | .....          |          |
| Total.          | 1,182    | 554      | 628    | .....  | 1.17           |          | Total.          | 987      | 526      | 461    | .....  | 1.175          |          |
| Mean.           | 39.40    | 18.47    | 20.93  | S.     | .....          |          | Mean.           | 31.84    | 16.97    | 14.87  | S.     | .....          |          |

Maximum, 57° on the 6th instant; minimum, 12° on the 20th instant; mean, 28.94°; total precipitation, 1.17 inches; prevailing winds, south.

Maximum, 44° on the 8th instant; minimum 25° on the 31st instant; mean, 24.41°; total precipitation, 1.175 inches; prevailing winds, south.



## Meteorological report—Continued.

## JANUARY, 1901.

## FEBRUARY, 1901.

| Date.   | Maximum. | Minimum. | Mean. | Winds. | Precipitation. | Remarks. | Date.   | Maximum. | Minimum. | Mean. | Winds. | Precipitation. | Remarks. |
|---------|----------|----------|-------|--------|----------------|----------|---------|----------|----------|-------|--------|----------------|----------|
| 1.....  | 7        | -15      | 22    | S.     | .....          | .....    | 1.....  | 12       | -11      | 23    | W.     | .....          | .....    |
| 2.....  | 19       | 3        | 16    | S.     | 0.050          | Snow.    | 2.....  | 15       | -11      | 26    | W.     | .....          | .....    |
| 3.....  | 27       | 16       | 11    | S.     | .150           | Snow.    | 3.....  | 10       | -3       | 13    | SW.    | 0.025          | Snow.    |
| 4.....  | 36       | 23       | 13    | SE.    | .050           | Snow.    | 4.....  | 11       | -10      | 21    | S.     | Trace          | Rain.    |
| 5.....  | 34       | 29       | 5     | SW.    | .200           | Snow.    | 5.....  | 26       | -3       | 29    | W.     | .....          | .....    |
| 6.....  | 35       | 23       | 12    | SW.    | .900           | Snow.    | 6.....  | 25       | 11       | 14    | NW.    | .....          | .....    |
| 7.....  | 35       | 20       | 15    | N.     | .....          | Snow.    | 7.....  | 15       | 4        | 11    | N.     | Trace          | Rain.    |
| 8.....  | 22       | 11       | 11    | NW.    | .125           | Snow.    | 8.....  | 12       | -8       | 20    | S.     | .050           | Snow.    |
| 9.....  | 20       | 6        | 14    | NW.    | .050           | Snow.    | 9.....  | 19       | -15      | 34    | S.     | .....          | .....    |
| 10..... | 13       | -6       | 19    | S.     | .250           | Snow.    | 10..... | 27       | 10       | 17    | S.     | .....          | .....    |
| 11..... | 18       | 3        | 15    | S.     | .050           | Snow.    | 11..... | 28       | -1       | 29    | W.     | .....          | .....    |
| 12..... | 30       | 15       | 15    | SW.    | .050           | Snow.    | 12..... | 35       | 4        | 31    | SW.    | .....          | .....    |
| 13..... | 37       | 26       | 11    | SW.    | .075           | Snow.    | 13..... | 39       | 7        | 32    | SW.    | .....          | .....    |
| 14..... | 38       | 31       | 7     | SW.    | .050           | Snow.    | 14..... | 35       | 21       | 14    | S.     | .025           | Snow.    |
| 15..... | 37       | 15       | 22    | SW.    | .025           | Snow.    | 15..... | 34       | 19       | 15    | SW.    | .....          | .....    |
| 16..... | 31       | 18       | 13    | SW.    | .200           | Snow.    | 16..... | 40       | 29       | 11    | S.     | .025           | Snow.    |
| 17..... | 26       | 10       | 16    | W.     | .....          | .....    | 17..... | 38       | 18       | 20    | S.     | .175           | Snow.    |
| 18..... | 36       | 6        | 30    | S.     | .....          | .....    | 18..... | 24       | 5        | 19    | S.     | .....          | .....    |
| 19..... | 41       | 12       | 29    | SW.    | .....          | .....    | 19..... | 22       | 10       | 12    | S.     | Trace          | Rain.    |
| 20..... | 37       | 19       | 18    | S.     | .....          | .....    | 20..... | 41       | 8        | 33    | N.     | .100           | Snow.    |
| 21..... | 35       | 11       | 24    | S.     | .....          | .....    | 21..... | 37       | 10       | 27    | W.     | .050           | Snow.    |
| 22..... | 35       | 29       | 6     | SW.    | Trace          | Snow.    | 22..... | 21       | -6       | 27    | W.     | .....          | .....    |
| 23..... | 32       | 23       | 9     | SW.    | .025           | Snow.    | 23..... | 25       | 0        | 25    | S.     | .050           | Snow.    |
| 24..... | 30       | 17       | 13    | SW.    | .....          | .....    | 24..... | 36       | 20       | 16    | SW.    | .200           | Snow.    |
| 25..... | 30       | 12       | 18    | S.     | .....          | .....    | 25..... | 41       | 25       | 16    | SW.    | .025           | Snow.    |
| 26..... | 31       | 18       | 13    | SW.    | Trace          | Snow.    | 26..... | 38       | 25       | 13    | SW.    | Trace          | Rain.    |
| 27..... | 31       | 21       | 10    | SW.    | Trace          | Snow.    | 27..... | 42       | 32       | 10    | S.     | Trace          | Rain.    |
| 28..... | 31       | 11       | 20    | S.     | .....          | .....    | 28..... | 41       | 31       | 10    | S.     | .....          | .....    |
| 29..... | 31       | 12       | 19    | N.     | .050           | Snow.    |         |          |          |       |        |                |          |
| 30..... | 22       | 2        | 20    | SW.    | .....          | .....    | Total.  | 789      | 221      | 568   | .....  | .725           |          |
| 31..... | 18       | 2        | 16    | S.     | .....          | .....    | Mean    | 28.18    | 7.89     | 20.29 | S.     | .....          |          |
| Total.  | 905      | 423      | 482   | .....  | 2.275          |          |         |          |          |       |        |                |          |
| Mean.   | 29.19    | 13.64    | 15.55 | SW.    | .....          |          |         |          |          |       |        |                |          |

Maximum, 41° on the 19th instant; minimum, 15° on the 1st instant; mean, 21.42°; total precipitation, 2.275 inches; prevailing winds, southwest.

Maximum, 42° on the 27th instant; minimum, 10° on the 19th instant; mean, 18.04; total precipitation, 0.275 inches; prevailing winds, south.

*Meteorological report—Continued.*

| MARCH, 1901. |          |          |       |        |                |          | APRIL, 1901. |          |          |       |        |                |          |
|--------------|----------|----------|-------|--------|----------------|----------|--------------|----------|----------|-------|--------|----------------|----------|
| Date.        | Maximum. | Minimum. | Mean. | Winds. | Precipitation. | Remarks. | Date.        | Maximum. | Minimum. | Mean. | Winds. | Precipitation. | Remarks. |
| 1.....       | 46       | 35       | 11    | S.     | .....          |          | 1.....       | 30       | 7        | 23    | S.W.   | Trace          | Snow.    |
| 2.....       | 43       | 30       | 13    | N.W.   | .....          |          | 2.....       | 37       | 25       | 12    | S.     | 0.15           | Snow.    |
| 3.....       | 38       | 22       | 16    | W.     | Trace          | Snow.    | 3.....       | 37       | 20       | 17    | S.W.   | .30            | Snow.    |
| 4.....       | 29       | 1        | 28    | S.     | 0.10           | Snow.    | 4.....       | 31       | 15       | 16    | S.     | .13            | Snow.    |
| 5.....       | 40       | 5        | 35    | W.     | .....          |          | 5.....       | 33       | 12       | 21    | S.     | .....          |          |
| 6.....       | 46       | 25       | 21    | W.     | .....          |          | 6.....       | 39       | 24       | 15    | S.     | .13            | Snow.    |
| 7.....       | 39       | 27       | 12    | N.W.   | .35            | Snow.    | 7.....       | 30       | 20       | 10    | W.     | .05            | Snow.    |
| 8.....       | 34       | 22       | 12    | N.W.   | .....          |          | 8.....       | 29       | 15       | 14    | N.W.   | .01            | Snow.    |
| 9.....       | 35       | 16       | 19    | S.W.   | Trace          | Snow.    | 9.....       | 42       | 14       | 28    | N.W.   | .....          |          |
| 10.....      | 33       | 19       | 14    | S.     | .05            | Snow.    | 10.....      | 44       | 23       | 21    | N.W.   | .....          |          |
| 11.....      | 35       | 26       | 9     | S.     | .20            | Snow.    | 11.....      | 51       | 21       | 30    | N.W.   | .....          |          |
| 12.....      | 35       | 16       | 19    | S.W.   | .10            | Snow.    | 12.....      | 51       | 27       | 24    | N.W.   | .....          |          |
| 13.....      | 35       | 15       | 20    | W.     | .....          |          | 13.....      | 44       | 25       | 19    | N.W.   | Trace          | Snow.    |
| 14.....      | 44       | 16       | 28    | S.W.   | .....          |          | 14.....      | 46       | 25       | 21    | S.     | .....          |          |
| 15.....      | 49       | 13       | 36    | S.W.   | .....          |          | 15.....      | 29       | 20       | 9     | N.     | .01            | Snow.    |
| 16.....      | 48       | 19       | 29    | S.W.   | .....          |          | 16.....      | 33       | 10       | 23    | N.W.   | .....          |          |
| 17.....      | 43       | 28       | 15    | N.     | Trace          | Snow.    | 17.....      | 45       | 25       | 20    | S.     | .....          |          |
| 18.....      | 32       | 13       | 19    | W.     | Trace          | Snow.    | 18.....      | 49       | 25       | 24    | S.     | .....          |          |
| 19.....      | 34       | 13       | 20    | W.     | .075           | Snow.    | 19.....      | 55       | 27       | 28    | S.     | .....          |          |
| 20.....      | 37       | 14       | 23    | W.     | .....          |          | 20.....      | 63       | 32       | 31    | S.     | .....          |          |
| 21.....      | 47       | 21       | 26    | S.W.   | .....          |          | 21.....      | 54       | 37       | 17    | S.     | .....          |          |
| 22.....      | 42       | 26       | 16    | N.     | .20            | Snow.    | 22.....      | 64       | 25       | 39    | S.W.   | .....          |          |
| 23.....      | 29       | 15       | 14    | N.W.   | .10            | Snow.    | 23.....      | 61       | 35       | 26    | S.     | .....          |          |
| 24.....      | 31       | 19       | 12    | N.W.   | Trace          | Snow.    | 24.....      | 58       | 38       | 20    | S.     | .30            | Rain.    |
| 25.....      | 35       | 13       | 22    | N.W.   | .....          |          | 25.....      | 56       | 31       | 21    | S.     | Trace          | Rain.    |
| 26.....      | 30       | 23       | 7     | N.W.   | .25            | Snow.    | 26.....      | 52       | 23       | 24    | S.     | Trace          | Rain.    |
| 27.....      | 34       | 13       | 21    | N.     | .....          |          | 27.....      | 51       | 16       | 35    | S.     | Trace          | Rain.    |
| 28.....      | 34       | 1        | 33    | N.     | Trace          | Snow.    | 28.....      | 61       | 29       | 32    | S.     | .....          |          |
| 29.....      | 32       | 10       | 22    | N.     | .02            | Snow.    | 29.....      | 61       | 38       | 23    | S.     | .....          |          |
| 30.....      | 33       | 4        | 29    | S.W.   | .....          |          | 30.....      | 70       | 38       | 32    | S.     | .....          |          |
| 31.....      | 33       | 13       | 20    | S.E.   | .01            | Snow.    |              |          |          |       |        |                |          |
| Total.       | 1,155    | 534      | 621   | .....  | 1,455          |          | Total.       | 1,406    | 731      | 675   | .....  | 1.08           |          |
| Mean.        | 37.26    | 17.23    | 20.03 | S.W.   | .....          |          | Mean.        | 46.87    | 24.36    | 22.5  | S.     | .....          |          |

Maximum, 49° on the 15th instant; minimum, 1° on the 4th and 28th instants; mean, 27.25°; total precipitation, 1.455 inches; prevailing winds, southwest.

Maximum, 70° on the 30th instant; minimum, 7° on the 1st instant; mean, 35.62°; total precipitation, 1.08 inches; prevailing winds, south.

*Meteorological report—Continued.*

| MAY, 1901. |          |          |       |        |                | JUNE, 1901. |         |          |          |       |        |                |          |
|------------|----------|----------|-------|--------|----------------|-------------|---------|----------|----------|-------|--------|----------------|----------|
| Date.      | Maximum. | Minimum. | Mean. | Winds. | Precipitation. | Remarks.    | Date.   | Maximum. | Minimum. | Mean. | Winds. | Precipitation. | Remarks. |
| 1.....     | 75       | 36       | 39    | S.     | .....          |             | 1.....  | 65       | 35       | 30    | N.     | .....          |          |
| 2.....     | 66       | 42       | 24    | NW.    | 0.40           | Rain.       | 2.....  | 55       | 43       | 12    | N.     | 0.05           | Rain.    |
| 3.....     | 54       | 39       | 15    | NW.    | .60            | Rain.       | 3.....  | 59       | 35       | 24    | S.     | .20            | Rain.    |
| 4.....     | 56       | 35       | 21    | NW.    | .02            | Rain.       | 4.....  | 46       | 26       | 20    | N.     | .400           | Snow.    |
| 5.....     | 57       | 30       | 27    | NW.    | .....          |             | 5.....  | 47       | 20       | 27    | S.     | .....          |          |
| 6.....     | 63       | 32       | 31    | S.     | .....          |             | 6.....  | 61       | 31       | 30    | S.     | .....          |          |
| 7.....     | 64       | 34       | 30    | S.     | .....          |             | 7.....  | 67       | 41       | 26    | S.     | .....          |          |
| 8.....     | 62       | 37       | 25    | SW.    | .05            | Rain.       | 8.....  | 62       | 36       | 26    | N.     | .15            | Rain.    |
| 9.....     | 60       | 46       | 14    | SW.    | Trace          | Rain.       | 9.....  | 58       | 30       | 28    | W.     | .....          |          |
| 10.....    | 58       | 29       | 29    | NW.    | .....          |             | 10..... | 42       | 32       | 10    | N.     | Trace          | Rain.    |
| 11.....    | 69       | 31       | 38    | S.     | .....          |             | 11..... | 58       | 36       | 22    | S.     | .02            | Rain.    |
| 12.....    | 69       | 42       | 27    | NW.    | .05            | Rain.       | 12..... | 58       | 33       | 25    | S.     | .....          |          |
| 13.....    | 70       | 41       | 29    | N.     | .10            | Rain.       | 13..... | 54       | 38       | 16    | S.     | .02            | Rain.    |
| 14.....    | 71       | 37       | 34    | S.     | .....          |             | 14..... | 62       | 31       | 31    | N.     | .....          |          |
| 15.....    | 72       | 40       | 32    | S.     | .....          |             | 15..... | 62       | 34       | 28    | W.     | .....          |          |
| 16.....    | 76       | 42       | 34    | S.     | .....          |             | 16..... | 66       | 34       | 22    | S.     | .05            | Rain.    |
| 17.....    | 78       | 46       | 32    | S.     | .....          |             | 17..... | 65       | 49       | 16    | S.     | .02            | Rain.    |
| 18.....    | 71       | 49       | 22    | S.     | .....          |             | 18..... | 71       | 41       | 30    | W.     | .10            | Rain.    |
| 19.....    | 68       | 48       | 20    | S.     | .....          |             | 19..... | 70       | 43       | 27    | N.     | .02            | Rain.    |
| 20.....    | 61       | 38       | 23    | S.     | Trace          | Rain.       | 20..... | 65       | 47       | 18    | S.     | .30            | Rain.    |
| 21.....    | 60       | 42       | 18    | N.     | .60            | Rain.       | 21..... | 73       | 39       | 34    | N.     | .....          |          |
| 22.....    | 48       | 35       | 13    | N.     | .30            | Rain.       | 22..... | 76       | 43       | 33    | S.     | Trace          | Rain.    |
| 23.....    | 58       | 32       | 26    | N.     | .....          |             | 23..... | 73       | 46       | 27    | W.     | .....          |          |
| 24.....    | 61       | 40       | 21    | N.     | Trace          | Rain.       | 24..... | 68       | 38       | 30    | W.     | .....          |          |
| 25.....    | 71       | 35       | 36    | N.     | .....          |             | 25..... | 69       | 46       | 23    | N.     | Trace          | Rain.    |
| 26.....    | 73       | 42       | 31    | S.     | .10            | Rain.       | 26..... | 60       | 38       | 22    | W.     | .10            | Rain.    |
| 27.....    | 75       | 43       | 32    | S.     | .05            | Rain.       | 27..... | 68       | 40       | 28    | S.     | .....          |          |
| 28.....    | 74       | 43       | 31    | S.     | .05            | Rain.       | 28..... | 70       | 48       | 22    | S.     | .....          |          |
| 29.....    | 68       | 44       | 24    | S.     | .....          |             | 29..... | 73       | 42       | 31    | W.     | .....          |          |
| 30.....    | 64       | 41       | 23    | N.     | .20            | Rain.       | 30..... | 61       | 36       | 25    | W.     | .....          |          |
| 31.....    | 58       | 37       | 21    | .....  | .....          |             |         |          |          |       |        |                |          |
| Total.     | 2,030    | 1,208    | 822   | .....  | 2.72           |             | Total.  | 1,884    | 1,131    | 753   | .....  | 1.43           |          |
| Mean.      | 65.49    | 38.97    | 26.52 | S.     | .....          |             | Mean    | 62.8     | 37.7     | 25.1  | S.     | .....          |          |

Maximum, 78° on the 17th instant; minimum, 29° on the 10th instant; mean, 52.23°; total precipitation, 2.72 inches; prevailing winds, south.

Maximum, 76° on the 22d instant; minimum, 20° on the 5th instant; mean, 49.58°; total precipitation, 1.43 inches; prevailing winds, south.

## Meteorological report—Continued.

| JULY, 1901. |          |          |       |        |                | AUGUST, 1901. |        |          |          |       |        |                |          |
|-------------|----------|----------|-------|--------|----------------|---------------|--------|----------|----------|-------|--------|----------------|----------|
| Date.       | Maximum. | Minimum. | Mean. | Winds. | Precipitation. | Remarks.      | Date.  | Maximum. | Minimum. | Mean. | Winds. | Precipitation. | Remarks. |
| 1.....      | 79       | 30       | 49    | S.     | .....          |               | 1....  | 88       | 57       | 31    | NW.    | 0.30           | Rain.    |
| 2.....      | 81       | 54       | 27    | SW.    | .....          |               | 2....  | 72       | 52       | 20    | N.     | .50            | Rain.    |
| 3.....      | 78       | 51       | 27    | W.     | .....          |               | 3....  | 73       | 47       | 26    | N.     | .....          |          |
| 4.....      | 67       | 39       | 28    | W.     | .....          |               | 4....  | 80       | 49       | 31    | S.     | .....          |          |
| 5.....      | 78       | 41       | 37    | SW.    | .....          |               | 5....  | 86       | 48       | 38    | W.     | .....          |          |
| 6.....      | 87       | 45       | 42    | S.     | .....          |               | 6....  | 79       | 57       | 22    | N.     | .....          |          |
| 7.....      | 93       | 49       | 44    | S.     | .....          |               | 7....  | 83       | 51       | 32    | SE.    | .05            | Rain.    |
| 8.....      | 85       | 55       | 30    | S.     | Trace          | Rain.         | 8....  | 77       | 54       | 23    | N.     | .05            | Rain.    |
| 9.....      | 83       | 52       | 31    | NW.    | 0.30           | Rain.         | 9....  | 77       | 47       | 30    | S.     | .....          |          |
| 10.....     | 85       | 49       | 36    | S.     | .....          |               | 10.... | 74       | 45       | 29    | N.     | .....          |          |
| 11.....     | 86       | 53       | 33    | S.     | Trace          | Rain.         | 11.... | 80       | 40       | 40    | SW.    | .....          |          |
| 12.....     | 82       | 54       | 28    | S.     | .10            | Rain.         | 12.... | 79       | 47       | 32    | N.     | .....          |          |
| 13.....     | 84       | 39       | 35    | S.     | .125           | Rain.         | 13.... | 82       | 44       | 38    | N.     | .....          |          |
| 14.....     | 80       | 50       | 30    | S.     | .....          |               | 14.... | 82       | 48       | 34    | S.     | .....          |          |
| 15.....     | 82       | 44       | 38    | S.     | .....          |               | 15.... | 88       | 47       | 41    | SW.    | .10            | Rain.    |
| 16.....     | 85       | 47       | 38    | S.     | .....          |               | 16.... | 82       | 52       | 30    | W.     | .05            | Rain.    |
| 17.....     | 89       | 51       | 38    | S.     | .....          |               | 17.... | 82       | 47       | 35    | SW.    | .....          |          |
| 18.....     | 92       | 51       | 41    | SW.    | .....          |               | 18.... | 77       | 50       | 27    | S.     | .....          |          |
| 19.....     | 90       | 52       | 38    | SW.    | .....          |               | 19.... | 68       | 55       | 13    | N.     | Trace          | Rain.    |
| 20.....     | 91       | 51       | 40    | *W.    | .....          |               | 20.... | 60       | 49       | 11    | N.     | .60            | Rain.    |
| 21.....     | 93       | 52       | 41    | S.     | .....          |               | 21.... | 69       | 42       | 27    | N.     | Trace          | Rain.    |
| 22.....     | 92       | 55       | 37    | SW.    | .....          |               | 22.... | 79       | 43       | 36    | S.     | .....          |          |
| 23.....     | 87       | 58       | 29    | SW.    | .30            | Rain.         | 23.... | 84       | 43       | 41    | S.     | Trace          |          |
| 24.....     | 85       | 54       | 31    | N.     | .....          |               | 24.... | 84       | 50       | 34    | S.     | .....          |          |
| 25.....     | 87       | 54       | 33    | N.     | Trace          | Rain.         | 25.... | 85       | 45       | 40    | S.     | .....          |          |
| 26.....     | 85       | 55       | 30    | S.     | .10            | Rain.         | 26.... | 81       | 54       | 27    | S.     | .....          |          |
| 27.....     | 82       | 51       | 31    | S.     | Trace          | Rain.         | 27.... | 76       | 45       | 31    | S.     | .....          |          |
| 28.....     | 79       | 48       | 31    | N.     | .....          |               | 28.... | 77       | 39       | 38    | S.     | .....          |          |
| 29.....     | 85       | 41       | 44    | N.     | .....          |               | 29.... | 81       | 40       | 41    | W.     | .....          |          |
| 30.....     | 91       | 47       | 44    | N.     | .....          |               | 30.... | 76       | 43       | 33    | SE.    | .....          |          |
| 31.....     | 96       | 56       | 40    | S.     | .....          |               | 31.... | 77       | 43       | 34    | S.     | .....          |          |
| Total.      | 2,639    | 1,538    | 1,101 | .....  | .80            |               | Total. | 2,438    | 1,473    | 965   | .....  | 1.65           |          |
| Mean.       | 84.87    | 49.61    | 35.52 | S.     | .....          |               | Mean.  | 78.64    | 47.51    | 31.13 | S.     | .....          |          |

Maximum, 96° on the 31st instant; minimum, 30° on the 1st instant; mean, 67.24°. Total precipitation, 0.80 inch; prevailing winds, south.

Maximum, 88° on the 1st and 15th instants; minimum, 39° on the 28th instant; mean, 63.8°. Total precipitation, 1.65 inches; prevailing winds, south.

## INSTRUCTIONS TO PERSONS TRAVELING THROUGH YELLOWSTONE NATIONAL PARK.

DEPARTMENT OF THE INTERIOR,  
OFFICE OF SUPERINTENDENT YELLOWSTONE NATIONAL PARK,  
*Mammoth Hot Springs, Wyo., July 1, 1900.*

The following instructions for the information and guidance of parties traveling through the Yellowstone Park, having received the approval of the Secretary of the Interior, are published for the benefit of all concerned:

(1) *Fires*.—The greatest care must be exercised to insure the complete extinction of all camp fires before they are abandoned. All ashes and unburned bits of wood must, when practicable, be thoroughly soaked with water. Where fires are built in the neighborhood of decayed logs, particular attention must be directed to the extinguishment of fires in the decaying mold. Such material frequently smolders for days and then breaks out into dangerous conflagration. Fire may also be extinguished where water is not available by a complete covering of earth, well packed down.

(2) *Camps*.—No camp will be made at a less distance than 100 feet from any traveled road. Blankets, clothing, hammocks, or any other article liable to frighten teams must not be hung at a nearer distance than this to the road. The same rule applies to temporary stops, such as for feeding horses or for taking luncheon.

Camp grounds must be thoroughly cleaned before they are abandoned, and such articles as tin cans, bottles, cast-off clothing, and other debris must be either buried or taken to some place where they will not offend the sight.

(3) *Bicycles*.—Many of the horses driven in the park are unused to bicycles and liable to be frightened by them. The greatest care must, therefore, be exercised by their riders. In meeting teams, riders will always dismount and stand at the side of



the road—the lower side if the meeting be on a grade. In passing teams from the rear, riders will ring their bells as a warning and inquire of the driver if they may pass. If it appear from the answer that the team is liable to be frightened, they may ask the driver to halt his team and allow them to dismount and walk past.

Riders of bicycles are responsible for all damages caused by failure to properly observe these instructions.

(4) *Fishing*.—All fish less than 6 inches in length should at once be returned to the water with the least damage possible to the fish. No fish should be caught in excess of the number needed for food.

(5) *Dogs*.—When dogs are taken through the park they must be prevented from chasing the animals and birds or annoying passers-by. To this end they must be carried in the wagons or led behind them while traveling, and kept within the limits of the camps when halted. Any dog found at large in disregard of this section will be killed.

(6) *Grazing animals*.—Only animals actually in use for purposes of transportation through the park can be grazed in the vicinity of the camps. They will not be allowed to run over any of the formations, nor near to any of the geysers or hot springs; neither will they be allowed to run loose in the roads.

(7) *Miscellaneous*.—The carving or writing of names or other things on any of the mileposts or signboards, or any of the seats, railings, or other structures, or on the trees, will not be permitted.

Persons are not allowed to bathe near any of the regularly traveled roads in the park without suitable bathing clothes.

(8) Willful disregard of these instructions will result in the ejection of the offending person or persons from the park.

JNO. PITCHER,  
*Acting Superintendent of the Yellowstone National Park.*













